has agreed in principle to contribute to the equity of Air India. The present adverse debt equity ratio and the need to acquire new aircrafts are the reasons.

(c) Air India has taken various steps to make them viable which includes:- (i) withdrawing of capacity from inherently loss making routes and redeploying it on more profitable routes; (ii) maximising the utilisation of the fleet within the constraints of pilot availability; (iii) dry leasing of aircraft to augment capacity; (iv) Improvement in inflight service; (v) introduction of e-marketing effective January 2002 yo enable passengers to make on-line bookings through the net; (vi) reduction in staff strength in India and abroad; (vii) abolition of several posts of India based officers abroad in the various departments and (viii) Introduction of new attractive schemes to improve seat load factor.

Increase of time difference

474. SHRI MAN MOHAN SAMAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that due to less time gap between Jet Airways and Indian Airlines flights from Bhubaneswar to Delhi, increasing the flight frequency from State Capital to the National Capital has become meaningless for the people of Orissa;

(b) if so, whether Government are considering to increase the time gap between the aforesaid two flights; and

(c) if so, the details in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) to (c) Flight timings on a particular route are decided by the

concerned airlines depending upon the availability of aircraft, routes to be taken and commercial returns etc. This is not an issue which is regulated by the Government.

Suggestions for Fixation of Haj Subsidy

475. SHRI SANJAY NIRUPAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are paying a huge subsidy on Haj pilgrimage every year;

(b) if so, the details thereof;

(c) whether the subsidy on them is increasing every year; and

(d) if so, whether Government have received any suggestion to fix up the subsidy for coming years?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) to (d) The details of subsidy given per passenger from 1998 onwards are as under:

(In Rs.)

Year	Total fare per pilgrim	Fare charged from each pilgrim	Subsidy per pilgrim
1998	29,518	12,000	17,518
1999	27,854	12,000	15,854
2000	28,525	12,000	16,525*
2001	32,606	12,000	20,606*

*Provisional

A proposal for reducing the Haj subsidy over the next few years is under consideration.